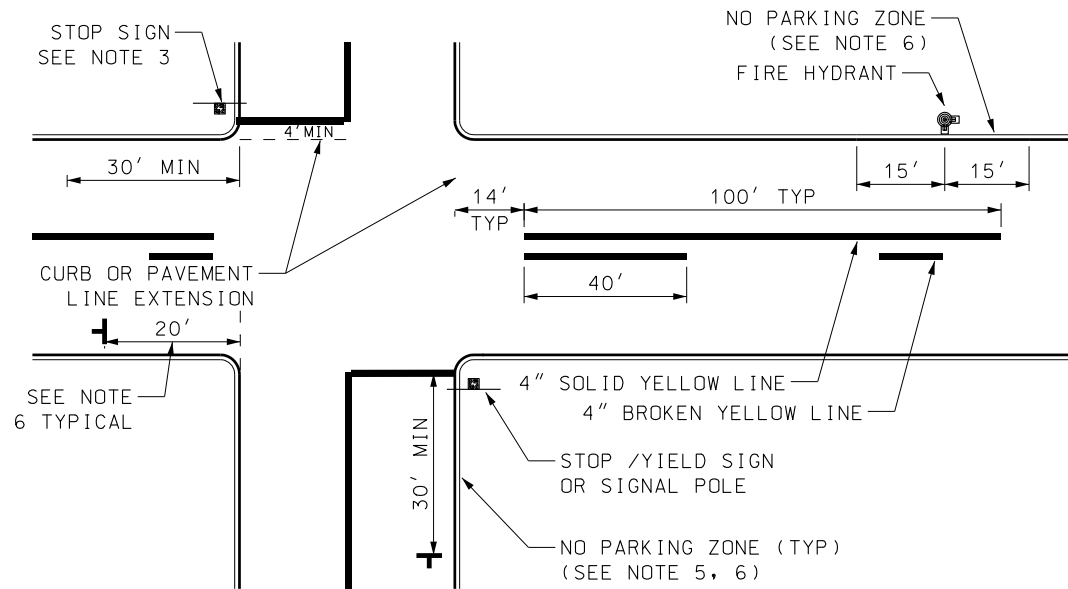
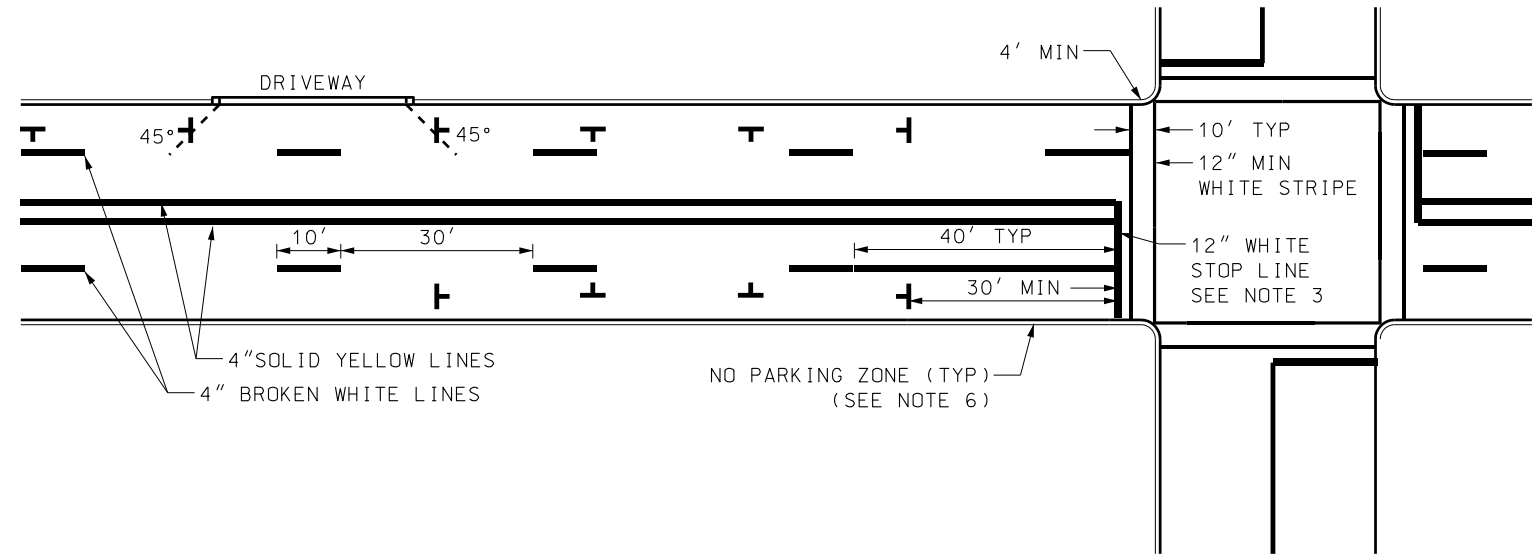


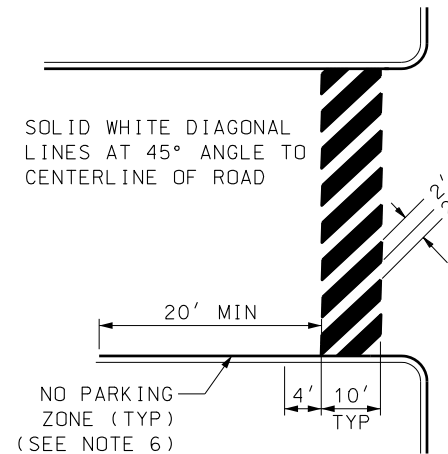
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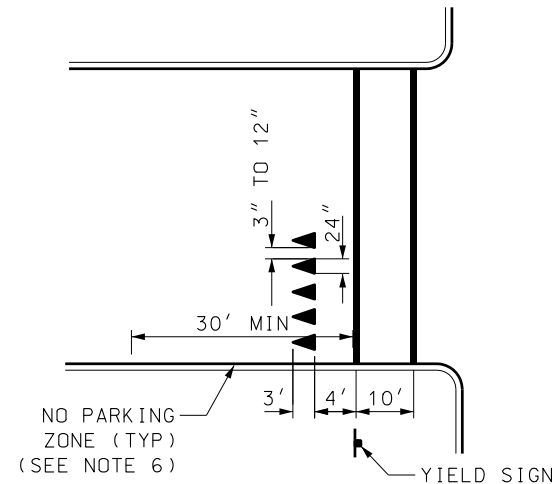
2 LANE ROADWAY



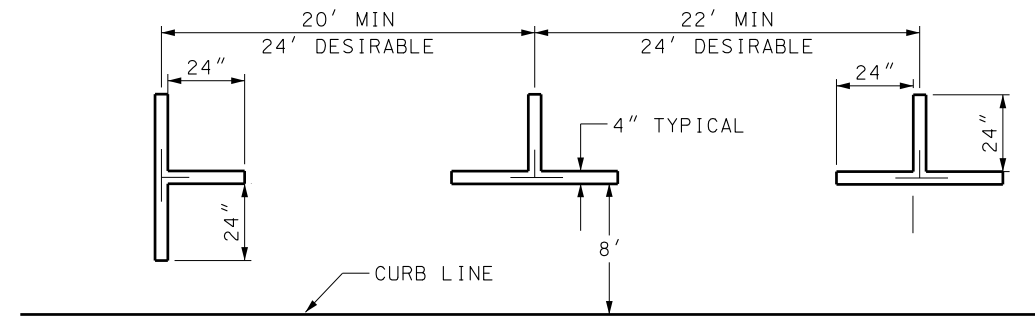
4 LANE ROADWAY



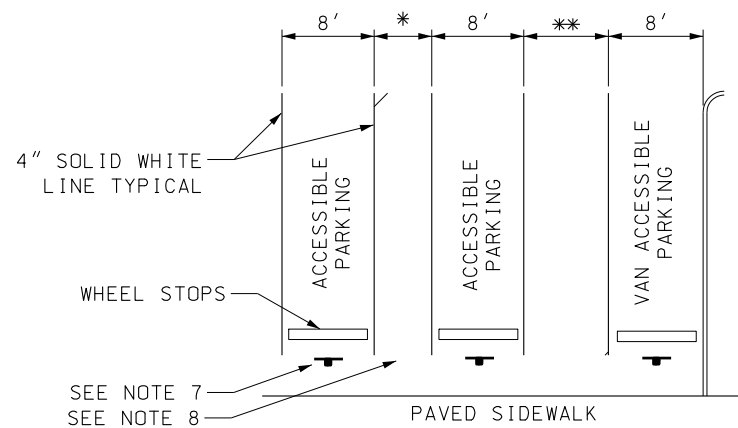
DIAGONAL MARKINGS CROSSWALK  
(SEE NOTE 2)



TYPICAL YIELD MARKINGS



STANDARD PARALLEL PARKING



PARKING LOT STRIPING FOR  
RESERVED ACCESSIBLE PARKING

\* 5' MIN FOR ACCESSIBLE PARKING  
\*\* 8' MIN FOR VAN ACCESSIBLE PARKING.  
PROVIDE ONE VAN ACCESSIBLE STALL FOR  
EVERY EIGHT ACCESSIBLE STALLS.

DETAIL B



RESERVED ACCESSIBLE  
PARKING SIGNING

SEE NOTE 7

NOTES:

1. THE REGION TRAFFIC ENGINEER DETERMINES THE NUMBER AND LOCATIONS OF CROSSWALKS AT AN INTERSECTION.
2. THE REGION TRAFFIC ENGINEER DETERMINES WHEN TO USE THE DIAGONAL MARKINGS CROSSWALK.
3. PLACE THE STOP OR YIELD LINE AT DESIRED STOPPING POINT WHEN THERE IS NOT A MARKED CROSSWALK BUT MINIMUM 4' FROM CURB OR PAVEMENT LINE EXTENSION.
4. USE A WIDER STOP OR YIELD LINE ONLY WHEN APPROVED BY THE REGION TRAFFIC ENGINEER.
5. ESTABLISH A "NO PARKING" ZONE 30' PRIOR TO FLASHING SIGNAL, STOP SIGN, OR YIELD SIGN.
6. RED CURB MARKING IS OPTIONAL FOR "NO PARKING" ZONE.
7. PROVIDE RESERVED PARKING SIGNING (R7-8) FOR ACCESSIBLE PARKING SPACES. INCLUDE "VAN ACCESSIBLE" PLAQUE (R7-8A) FOR VAN PARKING SPACES.
8. BLEND ACCESS AISLE WITH PAVED SIDEWALK OR PEDESTRIAN RAMP FOR SMOOTH ELEVATION TRANSITION.
9. MARKINGS SHOWN ARE TYPICAL FOR STOP OR SIGNAL CONTROL. USE SIMILAR DISTANCES AND APPROPRIATE MARKINGS FOR YIELD CONTROL.

REVISIONS

UTAH DEPARTMENT OF TRANSPORTATION  
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

RECOMMENDED FOR APPROVAL  
CHAIRMAN STANDARDS COMMITTEE  
APPROVED  
DEPUTY DIRECTOR  
JAN.01.2008  
DATE  
JAN.01.2008  
DATE  
REMARKS

CROSSWALKS, PARKING  
AND INTERSECTION  
APPROACHES

STANDARD DRAWING TITLE

STD DWG  
ST 4